

Hongkong Daily Press.

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New Advertisements will be found on page 4.

CHAMPAGNE.

BOLL & CO. 1892 EXTRA SEC.

JACQUESSON FILS

BRUT NATUREL 1893.

DRY MARQUETTERIE 1893.

Sample bottles may be obtained.

SOLE AGENTS—

A. S. WATSON & CO., LIMITED,

HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.

Who have consigned their Brands to Hongkong for over half a century.

Apply to G. C. ANDERSON,

Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of

CUTLER, PALMER & CO.'S SELECTION.

Sole Agents for it—

LANE, CRAWFORD & CO.

Hongkong.

JOHN WALKER & SONS'

FAMOUS

KILMARNOCK WHISKY.

This World-renowned

Fine Old Highland Whisky is shipped

by CUTLER, PALMER & CO. and

are obtainable in Hongkong of

G. C. ANDERSON,

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Hongkong, 29th July, 1897.

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PRICES \$10.75 PER DOZEN

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Blend

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Distillations of the

Finest Scotch Whiskies

Apply to

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HONGKONG HIGH-LEVEL TRAM-

WAYS COMPANY, LIMITED.

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7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every ten minutes.

9.30 a.m. to 10.45 a.m. Every quarter of an hour

10.45 a.m. to 11.30 a.m. Every quarter of an hour

11.30 a.m. to 12.30 p.m. Every quarter of an hour

12.30 p.m. to 1.30 p.m. Every quarter of an hour

1.30 p.m. to 2.30 p.m. Every quarter of an hour

2.30 p.m. to 3.30 p.m. Every quarter of an hour

3.30 p.m. to 4.30 p.m. Every quarter of an hour

4.30 p.m. to 5.30 p.m. Every quarter of an hour

5.30 p.m. to 6.30 p.m. Every quarter of an hour

6.30 p.m. to 7.30 p.m. Every quarter of an hour

7.30 p.m. to 8.30 p.m. Every quarter of an hour

8.30 p.m. to 9.30 p.m. Every quarter of an hour

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3.30 a.m. to 4.30 a.m. Every quarter of an hour

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LANE, CRAWFORD & CO.

(TAILORING DEPARTMENT).

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LATEST LONDON FASHIONS.

NEWEST & BEST MATERIALS.

DRESS SUITS from \$35.
TWEED LOUNGE SUITS from 35.
NORFOLK JACKET SUITS from 35.
SCOTCH TWEED ULSTERS, for Travelling, from 50.

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EASTMAN'S KODAK'S FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY—

THE "PAIL MALL,

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

O. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

C. P. & Co.'s INVALIDS' PORT

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour

See analysis and certificate by Professor Cassall.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

THEY ARE UNEQUALLED AT THE PRICE

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL

Entrance: ICE HOUSE STREET (New Victoria Hotel).

SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS.

HONGKONG.

AQUARIUS.

A SPARKLING MINERAL TABLE WATER.

MADE FROM PURE TREBLE DISTILLED WATER, ENTIRELY

FREE FROM ANY INJURIOUS MINERALS OR ORGANIC

MATTER, AND MIXES FREELY WITH WINES OR SPIRITS

WITHOUT IN ANY WAY ALTERING THE FLAVOUR OR

CHARACTER.

CALDBECK, MACGREGOR & Co.,

GENERAL MANAGERS.

COTTAM & CO.

NEW AUTUMN GOODS.

AMERICAN BOOTS and SHOES.

WOOLLEN UNDERWEAR.

HATS, SHIRTS and EVENING GEAR.

PARIS EXHIBITION, 1900.

THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO..

12, QUEEN'S ROAD.

THE ROYAL PIANOS.

TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE

TO INTRODUCE

RACHALS' PIANOS, "THE EVERLASTING" SIX MORE UNPACKING

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE

FAMOUS MAKERS

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

THE ROBINSON PIANO CO. LD.

THE VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers

HONGKONG JOCKEY CLUB.

OWING to the source of supply of China

Ponies being interrupted, the HONG-

KONG DERBY of 1901 will be RESERVED

for WALEBS, a number of which are being

ordered from Sydney on subscription terms.

The subscription Grifins already ordered will

also be eligible for entry.

No nomination of a horse or pony otherwise

procured will be accepted.

Members wishing to sponsor the for a Walker

unassigned

By Order.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 25th October, 1900.

WANTED.

AN OFFICE ASSISTANT; preference

given to candidate with knowledge of

TYPEWRITING and SHORTHAND.

Apply at Head Office of

THE HONGKONG & WHAMPOA

DOCK Co., Ltd.

Hongkong, 24th October, 1900.

EUROPEAN CLERK WANTED by a

German Firm.

Apply to—

X. X. X.,

Care of Office of this Paper.

Hongkong, 29th October, 1900.

WANTED.

A TRAINED SPORTING DOG.

Apply to—

X.

Care of Office of this Paper.

Hongkong, 27th October, 1900.

WANTED.

ROOM (FURNISHED), with BOARD,

at Kowloon, by a European Gentleman.

Moderate terms.

Address—

"A. G."

Care of Daily Press Office.

Hongkong, 29th October, 1900.

WANTED.

On the Level of CAINE ROAD, or Lower,

a FOUR or FIVE-ROOMED HOUSE;

Furnished or Unfurnished.

Apply to—

A. C.

Care of Office of this Paper.

Hongkong, 29th October, 1900.

NOTICE.

STEAMERS calling at Amoy can be supplied

with the highest class of JAPANESE

BUNKER COAL.

For terms, &c., apply to

LAPRAK, CASS & CO.

Amoy, 10th October, 1900.

NOTICE.

JACK A YOUNG & CO.,

No. 78 & 79, DES VOUX ROAD (Old PRAYA

CENTRAL).

NOTICE is hereby given that WING KIT

and A. T. Y. are no longer connected

with the above firm, both having been dismissed

as freemen. On and after the 22nd September

we shall not be responsible for their liabilities or

their dealings, &c., &c.

Customers are respectfully requested to con-

firm to communicate direct with this firm, or

through our Assistants who are authorized to

procure goods for orders for gear, &c., &c.

80 or board vessels for orders for gear, &c., &c.

Dated Hongkong, 22nd September, 1900.

[2488]

Arrivals, Departures and other Shipping

Intelligence will be found on pages 5, 6 and 7.

INTIMATION.

GOLD MEDAL PARIS 1878 1889.

of Highest Quality

and having Greatest

Durability are there-

fore CHEAPEST.

JOSEPH GILLOTT'S

The Only

Award

Chicago, 1893

NUMBERS FOR USE BY BANKS

Barrel Pens, 225, 226, 227

Slip Pens, 333, 334, 335, 336

404, 7400.

In Fine, Medium, and Broad

Points

THE NEW TURNED-UP POINT, 1032

2831

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elev

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.
AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1st FLOOR.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

TO CONNOISSEURS.

Wines bottled by ourselves are selected by experts from the finest vineyards, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS, our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of

PORT & SHERRY

from the famous house of

GEO. G. SANDEMAN, SONS & CO.,
OF LONDON, Oporto & Xeres.

the name of which firm is the

HALL-MARK and GUARANTEE of
EXCELLENCE.

Sample bottles may be obtained.

HONGKONG DISPENSARY.

MARRIAGE.

At St. John's Cathedral, Hongkong, on the 29th October, by the Rev. P. T. Johnston, M.A., FRANK HYATT YEATS, only son of Thomas YEATS, to BLANCHET MABEL TOLDEBY LEE, second daughter of William Hans Lee. Ceylon papers please copy. (22771)

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, October 30th, 1900

The name of Mrs. J. F. Bishop is so well known throughout the East that it is needless to say that any words of hers on Eastern subjects must receive consideration. At the recent meeting of the Church Congress at Newcastle she read a paper on Church Missions in the Far East, dealing especially with China, Japan, and Korea. With the question in the two latter countries we are not now concerned; but it may be noted that Mrs. Bishop attributes the failure of Christianity in Japan to the neglect of opportunities in 1873, when there was for various reasons a wide-spread interest in Christianity in Japan and a disposition to welcome all the teachers who could be sent. They were not sent, however, and now Agnosticism carried all before it. The growing manhood of the country, freed from the teaching of Confucius, and not having the teaching of Christ, was, indeed, a Yellow Peril, not only to England, but to the whole Far East. Dazzling as the progress of Japan had been, she was as much in need of the Gospel and Christian teaching as Central Africa was, and possibly more. We cannot look on the comparison with Central Africa as happy, but doubtless there is much for Japan to learn, as there is also for all other civilised nations. With regard to China, Mrs. Bishop gave a concise account of the histories of the various missions, supported by figures, and proceeded to relate her own acquaintance with missionary work. She related how, in the course of two years she had travelled 8,000 miles in inland China, and passed beyond its Western official frontier into the mountain region occupied by the tributary Miao tribes—rigid Buddhists of the Lamaistic type—and in the course of these journeys visited 73 mission stations. In all, men and women,

leading pure and exemplary lives, were striving under enormous difficulties to make known the Gospel. And yet everywhere an increasing hostility to foreigners was apparent, for which she gives the reasons now—aggressions by foreign Powers, disturbance of ancestral repose by the introduction of railways, overturning by the Christian propaganda of the long established social order. She admitted even (as we fear that Anglican and Protestant mission-promoters are only too ready to do) that certain of the missionaries, to wit the Roman Catholics, interfered too much in the non-religious concerns of their converts. In China's archaic and un-reformed Orientalism, Mr. Bishop continued, the western heaven had fallen, for good or evil. Western civilisation, that strongly-mingled cup of blessing and cursing, had been offered to her, and she rejected it. The Gospel had been offered to her in foreign dress, interwoven with Treaty obligations, and had brought not peace, but a sword. Events called a halt in missionary operations—a halt not to admit defeat, but to bring up overwhelming reinforcements. The plan of campaign might have to be revised. British Generals and soldiers had learned much in a year of war in South Africa. Were the armies of the Cross to learn and unlearn nothing by forty years' warfare in China? The word "retreat" was now on the lips of many; but the Church of Christ could not, dare not, retire from the blood-drenched battle-fields of the Far East.

Mrs. Bishop would have done better had she said that the plan of campaign must be revised. Of this there can be no question, if we mean to profit at last by the lessons which we have had such abundant opportunities of learning. In the first place, of course, it must be recognised that the proselytising movement cannot stop. No force in the world can prevent those who feel it their duty to preach Christianity in China from going to preach it there. No western Government would attempt to hold back these enthusiasts, for even were it desirable it is acknowledged impossible. But certainly the power which is called on to protect and often to avenge the missionaries has a right, and, as must ultimately be admitted, a duty, to restrain their action when it becomes mischievous. Only those whose eyes are blinded by too much zeal can deny that the action of missionaries has often been very mischievous, and that not only in the case of one particular denomination. It would indeed be a marvel if this were not the case, considering the haphazard way in which

they have been called in missionary enterprise in China can be made of the utmost service, and if the opportunity is not utilised by the various Christian bodies themselves the failure should not be passed over in silence. Good work cannot be done with half-trained men and half-educated and wholly untrained men are not fitted for the most difficult mission field in the world. There is no room for doubt, however, the fact has been glossed over, that much of the failure in Japan was due to the incompetence, coupled with the internal dissensions, of the would-be converts, which did not escape the notice of their intended converts. No more success can be gained in China except by a general improvement in the abilities of the missionaries for their work.

We say "general improvement," for there is no doubt that many of those already engaged in spending their labours on the Chinese are admirably suited for the task. But many are not so suited, and their fellows suffer by the association. What is wanted is more of the skilled medical missionary and less of the mere enthusiast, and none at all of the combined missionary-trader, whom we would willingly think less common than we have reason to believe he is. With the improvement of the man missionary there should come, as we have urged before, but cannot urge too often, the disappearance of the woman missionary, at least throughout the interior in China. The large proportion of women killed in the recent massacres of missionaries is a terrible indictment of the heedlessness and selfishness of those who permitted or, worse, encouraged them to come defenceless among a people notorious for brutality when their passions are aroused. The case against bringing white women and children into such surroundings as they meet with in the interior of the Chinese Empire has been so often and so ably put by all accurate observers that it is not necessary to restate it here. What little good may be done by the women missionaries is more than counterbalanced by the prejudices aroused (not so unnaturally, in view of the Oriental idea of woman's duties and conduct) and the terrible risks which are run. It is hard to conceive what excuse any man can have for dragging wife and children into an environment of which he knows, or should know, the perils and misery. Never in future, at any rate, can such conduct be condoned on the score of ignorance. The central bodies must look to it that such criminal folly shall be a thing of the past. By all means let

a halt be called and reinforcements be sent. But let not the weak, the unsuitable, and the untrained be sent back to bring about a similar catastrophe to that of this year. The reinforcements must be trained, strong men, well knowing what they are going in for, and not willing to be made the instruments of aggressive governments at home, or to interfere in work beyond their sphere.

Cable communication with Annam and Tonkin has been restored.

No fresh plague cases or deaths were reported in the 48 hours ending at noon yesterday.

The body of a boatman who was drowned at Quarry Bay the other day has been recovered.

The City Hall Library and Museum were visited last week by 495 non-Chinese and 150 Chinese, and 416 non-Chinese and 2,145 Chinese respectively.

A correspondent writing from Weihaiwei, says that everything is quiet there. There are numerous cases of enteric fever in hospital sent down from the front.

A new road is being constructed along the face of the Peak, being a private path from Victoria to the Bishop's house, which will make that house convenient of access.

The British torpedo-boat destroyer *Fume*, which has been under repairs at the local patent ship at Kowloon, Nagasaki, was taken out for a trial trip on the 18th inst. The trial proved successful, and the *Fume* left Nagasaki next day for Yaku etc. Weihaiwei.

Yokohama papers are informed that Mr. G. Middleton, representing the firm of Messrs. Middleton and Smith, has withdrawn the protest that he had lodged in the Tokyo Appeal Court against the judgment of the Yokohama Chibo Saisensho declaring the firm bankrupt.

Admiral Sir Edward Seymour, says a service paper, has telegraphed to Miss Weston asking her to care for the wives and children of the sailors and marines killed and wounded during the war in China, and stating that the men are sending her £400 to be devoted to that object. A number of smaller sums were sent to Miss Weston for a similar purpose by the Naval Brigade in South Africa.

The Hongkong Hockey Club will play their return match with the officers of the Royal Artillery to-day on the Club ground at the Happy Valley, commencing at 4.30 p.m. The following will be the Club team:—Major Mould, R.E. (goal), Captain Bewley, R.A.M.C. and P. Wodehouse (backs), H. Pinckney, F.B. Deacon, and H.W. Slade (half-backs), T. Hooper and A.C. J. Stevens, R.E. (right wing), H. Strong, R.M.L.I. (centre), G. Gibson, R.N. and A.N. O'Her (left wing), (forwards). There will be an inter-Club match under 25 v. Over 25, on the names of any members desiring to play.

Much regret will be felt by the community on learning that the Rev. G. R. Vallings and his wife are not returning to Hongkong, he having been appointed to a position in Scotland. Mrs. Vallings was one of the most finished amateur singers ever heard in Hongkong, and she also showed considerable ability in connection with the performances of the A.D.C. As a military chaplain Mr. Vallings was very popular with the local garrison, and his interest in the men was not entirely confined to things spiritual, for he was a keen sportsman, being a well known figure on the cricket ground. Their withdrawal is certainly a distinct loss to the local community, and many good wishes will go with them in their new sphere.

The *Chihaya* is the latest addition to the Japanese Navy. Built of steel throughout, she is 275 ft. long, 31 ft. 6 in. beam, has a mean draught of 9 ft. 10 in., is of 1,230 tons displacement, is estimated to steam at 21 knots per hour, with the engines developing 6,000-horse power, and is fitted with four boilers of the Normand water-tube type. During the last ten years many other cruisers have been constructed by the Japanese, among them being the *Akikaze*, a vessel of 1,150 tons displacement, and a maximum speed of 19 knots per hour; the *Suma* and *Akashi*, both of 2,700 tons displacement and a speed of 20 knots per hour. These were also built at Yokosuka; while the *Miyakoo*, a small cruiser of 1,800 tons displacement, and an extreme speed of 20 knots per hour, was built at Kure. There are also in course of construction at Yokosuka three steel cruisers, each of 3,200 tons displacement and 20 knots speed; a torpedo depot ship, the *Togoyachi*, of 6,750 tons, and 20 knots speed; and two sister vessels to the *Chihaya*.

By the adoption of telescopic sights, the invention of Captain Percy Scott, C.B., the shooting in the Channel squadron has this year considerably improved, says the *Naval and Military Record*, but the Admiralty do not intend to stop there, as considerable developments are taking place at Whale Island, the central school of gunnery. Along the front of the battery, where men are practised in every naval gun from the 9.2-inch downwards, a switchback railway is under construction some 50 yards from the muzzle of the guns. Along this railway it is proposed to run a fleet of model ships at varying speeds and of different dimensions, from a yard to a foot in length, each ship being a solid piece of iron. Guns will be fitted with Morris tubes, and the men in the battery will be required to sight their guns as to bring them at the shortest notice on the moving target. In this way men, before passing out of the school, will be trained in straight shooting, and night sighting, the essential qualities of good gunnery.

The Bow Generali Oliver and Roux were mobbed on their visit to Kandy about fortnight ago. A crowd of Ceylonese gathered round the Hotel where they were taking refreshments and became so noisy that it became necessary to call in the aid of the police. The Generals had to proceed to the camp under an escort.

The dockyard authorities at Halifax (N.S.) have taken a delivery of 2,500 tons of American coal from Virginia for the use of the warships on the station. Five thousand tons of this coal have been ordered by the Admiralty for delivery at Bermuda. This is the first time United States coal has been ordered by the Admiralty for use on the North American station.

Capt. the Hon. Hedworth Lambton, R.N., is living up to his rôle as a bluff sailor man who believes in actions rather than words. The other day he opened a Presbyterian bazaar at Jarrow, and his hearers, highly honoured, hoped he might say something on possibly the religious aspects of life in Laidyouth, or some appropriate subject. This, however, was his speech—short, sharp, and to the point:—"Glad to see all of you. Very pretty show this. Hope you will raise plenty of money. Push on with the business."

A Melbourne telegram states that the Fiji Islands desire to federate with New Zealand. The Fiji Islands exceed 200 in number, about eighty of which are inhabited. The largest is Viti Levu, with an area of about 4,250 square miles (about the same size as Jamaica). At the census of 1891 the population was 121,180, of whom 3,927 were Europeans. Fiji was ceded to the Queen in 1874, and a Governor is appointed by the Crown. The present Governor is Sir G. T. M. O'Brien, K.C.M.G., formerly Colonial Secretary at Hongkong.

There is money as well as glory in breaking the Atlantic record. Since the *Deutschland* beat the *Kaiser Wilhelm der Grosse* by a few hours, the demand for her berth has been unprecedented, and it is stated that the gross sum paid for the first-class cabins on her mid-September voyage from Southampton would almost equip a small vessel. Not counting second-class bookings and cargo, the total was £240,000. Mr. A. Carnegie paid £1,600 for a party of seventeen, the largest sum ever paid for a family party on an Atlantic liner; another American millionaire took his wife, sister, and three servants at a cost of £232; while a third paid £250 for himself and wife.

A London correspondent sends the following to the *Manchester Guardian*:—"There is some talk in official quarters here of a judicial commissioner for North Borneo. The judiciary of the island consists at present of magistrates of the first, second, and third class, sessions judges, and a Supreme Court, presided over by the Governor, sitting either alone or with one or two of the sessions judges. From the decision of the *Supreme Court* appeals are made to the *Privy Council*. The strictly legal element is not very strong in North Borneo judiciary, and I hear that officials in the colony have recently been pressing for the nomination of a judicial commissioner, from whose decision there should be a right to appeal to the Supreme Court of the Straits Settlements."

Italy, says the *Daily Mail's* Milan correspondent, is threatened with one of the most sensational scandals of the century, a scandal which will attract attention far beyond the borders of this country. It has transpired that the late King Humbert set aside out of his civil list a sum of 150,000 lire monthly for distribution among the families who died in the national wars. This amounts in the aggregate to some 40,000,000 lire (about a million and a half sterling). But it also transpires that not one of the societies which attend to the wants of disabled army veterans, widows and orphans of soldiers, etc., has received a penny of this money, while there are known to be many old soldiers and patients in a state of absolute penury. The explanations of those who have had to deal with the money are not considered satisfactory, and an inquiry will be opened into the matter.

The *Naval and Military Record* having commented severely on the conduct of the Japanese in the *Korshing* affair, Mr. Fred T. Jane, author of so many valuable naval works and inventor of the game of naval Kriegspiel, writes the following interesting letter to the editor:—"It should be remembered that the Chinese [on the *Korshing*] were engaged in firing at the Japanese and the Europeans in the water until the ship sank. Consequently the Japs could not have taken them prisoners even if they had wanted to, while the simplest way of keeping down the Chinese fire was to return it. The 'Korshing massacre' has been a good deal exaggerated, and, situated as they were, it is not easy to see what else the Japanese could have done. At any rate 'disgraceful' is too strong an epithet to apply to the affair. Similarly, as regards other incidents in that war, investigation of the 'Port Arthur massacre' shows that few civilians were there to be massacred; the supposed dead civilians were Chinese soldiers who cast away their overcoats, the only uniform they had. As during the march into the town the Japanese continually encountered mutilated fragments of their own people who had been tortured, it is not surprising that they gave no quarter. No troops would have been so punctilious the Japanese are over all matters of civilized usage, it is exceedingly improbable that in a war with a European Power they would behave other than in strict accordance with the usages of war, whatever they may be adopting with the Chinese to-day. In any case, if they give no quarter in China, they will only be practicing the precepts of the German Emperor."

Motor cars have been used with great success in connection with the French and German army maneuvers.

As a sequel to the action in the *Devyas* case thirty professors of the celebrated St. Cyr Military College, who were trained in clerical schools, have been sent to rejoin their regiments.

Captain Horatio Carter, of the steamship *Volute* of London, which arrived here on Sunday evening at half-past six from Palembang, reports that he sighted a steamer ashore seven miles south of Cape Cavite, Mindoro Island. She had a black funnel and two white masts. The steamer, which, on examination, was found to be broken in two, had apparently been stranded for some considerable time.

An Australian paper has the following telegram from Perth, dated 24th ult., which will interest the friends of Mr. Joseph Charles:—"John Young, a Justice of the Peace for Bulong (employed by J. Charles), Alfred Ames (printer) and William Marshall (contractor) were arrested on Saturday charged with having conspired to defraud Joseph Charles. It is alleged that duplicate tickets were used to secure unclaimed prices in Charles's consultation."

Berths for four additional steamers in the North East, and eight in the South West portions of Colombo Harbour, have been provided for within the past month, according to a statement made by the Master Attendant at the last meeting of the Harbour Board. The Chairman informed the Board that the scale of pay to pilots to be engaged hereafter would be as follows: £3,000 rising to £4,000 after five years, and to £5,000 after ten years; head pilot £500 extra and house allowance £600.

The *Times of India* special correspondent makes the following defence of Russian methods in Shingling: "After describing the devastation wrought he says:—The ruthless work had been performed by the Russians, but there was not an Englishman I met who had been in these parts during the first days of massacre and war who did not believe that it was necessary. The Chinese had to learn that there were others, stronger than themselves, who could and would put a stop to lawlessness. The result of Russian methods is that the country between Tientsin and the sea is now perfectly safe for Europeans. There travelled up in the train with us three Russian ladies, the wives of officers, not so very long ago there was not an officer in this province who would have given his life to see his women-folk safe out of the country."

Referring to the two new regiments of native infantry, which is being raised in the N.W. Provinces of India, the *Pioneer* states that there is not likely to be the least difficulty in obtaining a good supply of recruits. Dogras, Lohana Sikhs, Punjabis, Mohammedans and just now, the *Pathans*, for the Army is popular, and the stories that have already come from China serve to bring in strapping youths. The pinch of famine and high prices, too, have partially exhausted the means of a large number of families who look to the land as their sole means of subsistence, and the younger sons will be encouraged to become soldiers. It is well-known that the sepoy manages to make regular remittances to his village, small though his pay may be, and every rupee thus sent is especially valuable during or after a period of distress. When harvests are abundant and money plentiful—such as was the case when the large export trade from the Punjab to Europe set in—there is less inclination on the part of the Punjab, of whatever race he may be, to take military service; but he must needs turn out into the world when he sees that hard cash is wanted in his family circle. Not two, but four or five regiments could certainly be raised easily enough just now, and the material obtained will certainly be of the best.

FOOTBALL.

SCATCHER GAME.

A scratch game between teams captained by Messrs. Looker and Lowe was played at Happy Valley yesterday afternoon, in good weather. The match was a preliminary one to the opening of the season on Monday next, when the real business of the season begins. The teams were:—Mr. Looker's (Red):—Goal, H. Pinckney; full backs, E. W. Looker and W. H. Russell; half backs, E. W. Looker, C. T. Kew, and J. W. C. Bonner; forwards, E. J. C. Anderson, J. M. McMurtrie, T. G. A. L. Low, full backs, E. C. M. Johnston, and C. P. Hay; half backs, A. M. Beattie, T. W. Hornby, and R. D. Anderson; forwards, J. E. Lee, K. G. Baker (2nd Bombay Infantry), J. F. Noble, A. Rutherford, and H. M. Strong (R.M.L.I.). Referee, H. W. Slade. Whites kicked off, and sent the ball well away. It was captured by the Reds, however, who carried it right inside their opponents' defence. Anderson's shooting was wild, though, and Lowe had a free kick. A splendid run down the field by Noble was stopped almost at goal by Looker, who headed cleverly. The ball was carried back again, but Looker again defended, and a bye resulted. Lowe's left wing displayed some pretty combined play, but Jenkins and Kew were on the alert, and getting on to the ball sent it well into mid-field. Lowe was again called on to look after his charge and saved cleverly. The ball was captured by McMurtrie, who, evading Johnston and Hay, sent the ball home, and scored the first goal of the match just as the half time whistle was blown.

On the ball being again sent in, it was carried well away by the Reds forwards, who were evidently resolved to improve on their score. Anderson kicked really, however, and a dead ball resulted. Certain players on both sides displayed on several occasions too great an eagerness to get rid of the ball, and at other times hung on to it altogether too long. Shortly before 4 p.m. Noble equalised for his side, by scoring the ball. He evaded the half-backs and backs, and sent it into the net. The game thus ended in a draw—one goal each.

TELEGRAMS

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 29th October, 8.7 p.m.

LATEST RUSSIAN MOVE.

It is reported that Russian evacuates Newchwang on Thursday.

NEW EDICT—A PROMISING DOCUMENT.

The Emperor has issued an edict addressed to Prince Ching, expressing his anxiety to punish all the guilty persons. He knows many culprits who have still not been denounced and he orders Prince Ching promptly and severely to denounce all who are guilty.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The British transports *Narva* and *Sumatra* returned to Hongkong yesterday from Weihaiwei and Taku respectively.

The Russian steamer *Nagadan*, of which we spoke yesterday as having been specially fitted up as a transport, arrived from Glasgow.

The British hospital ship *Centaur* left yesterday for Taku.

The British hospital ship *Cardigan* left yesterday evening for Remyang.

THE TROUBLE IN KWANGTUNG.

REPORTED FURTHER DEFEATS OF THE REBELS.

Further defeats of the rebels by the Imperial troops are reported, but no details appear to be forthcoming. A great many have been taken prisoners, and it is to be presumed that they will be given short shrift by the authorities.

THE KWANGTUNG REVOLT.

A native correspondent sends us the following:—

PARTICULARS CONCERNING THE SOUTHERN REBELLION.

The rebellion started near a place called Kai Chung (溪涌) in Sun On District (新安縣), the flag being raised on the 5th of October, and has now spread with wonderful rapidity to the districts of Pok Lo, Kwai Shin, Tamsui and Wei Chou, comprising the whole of the East River Section of Kwangtung Province.

AIMS OF THE REBELS.

The rebels are aiming at the overthrow of the Manchus, and the reorganisation of China under a native ruler. The rebellion is a religious one, and the Government that they propose to establish will be enlightened and progressive and friendly to foreigners. The recent Proclamations and manifestoes explain their policy, and the total absence of complaints from missionaries and converts is proof of their good intentions. Considering what they have already accomplished without injuring missionaries, mission property, converts and villagers within their jurisdiction, they are deserving of the support of the civilised Powers. No civilized Power has any right to interfere with a nation fighting for its liberty and freedom, and good government.

BEHAVIOUR AND PROGRESS OF THE REBELS.

The rebels are subject to severe discipline, and the orders of the Generalissimo are strictly enforced. They appear to be guided by Western methods of warfare. All supplies commandeered from the villages are paid for, and complaints are few if any. Before leaving a village all debts are cleared. All the villages which have been visited by the rebels speak well of the just treatment received at their hands.

No pillaging or looting is permitted, and on the approach of a rebel column, messengers are sent ahead with proclamations and notices advising the villagers not to be afraid and assuring them of their good and patriotic intentions. Only when they meet with armed obstruction do they resort to arms in self defence.

They do not slaughter women and children or burn whole villages, as reported in the papers. These are the lying stories of the cowardly officials and the enemies of the rebels, who desire to bring about the interference of some foreign Power in order to save their heads and their hereditary wealth.

The alleged anti-foreign H. Y. proclamations are also the work of these base officials, who desire foreign interference, fearing a rising in these districts. The H. Y. people are patriotic to America, make a little money and return, so is it possible for them to hate foreigners? What are their reasons for this sudden enmity? The majority of them are Westernised and many are Christians! Truly the schemes of these base and treacherous officials are damnable.

Up to date the rebels have fought over ten engagements, in every one of which they were victorious. I learn from good authority that the rebels have lost very few men, whereas the Imperialists have lost over 600. The rebels are now over 30,000 strong, with a detachment of cavalry composed of horses captured from the Imperialists. They are also well armed.

The report that 51 villages were burnt by the rebels at the San To Chuk fight is false. The women and children were not slaughtered as reported, but many were protected by the rebel camp and protected by the order of the General in command. These were liberated after the fight.

It is true that some of the villagers were killed in the fight, as they assisted the Imperialists.

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NOTICE. [1619]

NOTICE

"THE BOA VISTA" HOTEL have been
appointed AGENTS for the Hongkong
Daily Press, Hongkong Weekly Press, and the
Chronicle and Directory for China, Japan,
&c., at Macao, and they are authorized to
collect all accounts due to the Daily Press
Office on and after this date.

A. CUNNINGHAM,
Manager.
Hongkong, 4th October, 1900. [2537]

NOTICE OF REMOVAL

"THE OFFICE of the
HONGKONG DAILY PRESS,
CHUNG NGOI SAN CO.
CHRONICLE & DIRECTORY
have this day been removed to
14, Des Voeux Road, CENTRAL.
Extension: "The Daily Press" formerly
Went's & Co.'s Office, behind Meier's Shop,
Tsimshui & Co.'s Building.
Hongkong 15th Nov. 1900.

SPORT AND ANECDOTE.

By AN OLD FIGHT.

A MATCH BETWEEN RIVAL ATHLETES.
One is sometimes tempted to think that Eng-
land as the home of sport is a played out old
country, for the Americans have of late quite
eclipsed us on the running path, on the horse
racing track, in the boxing arena, and in var-
ious other forms of pastime. The Yankees have
"cottoned" to golf with such zest that before
long they will discover some human machine
capable of showing J. H. Taylor and Harry
Vardon how to get round a course. We must
feel thankful that our Transatlantic cousins
have never seriously pursued cricket—also the
international championship would probably rest
between America and Australia, England being
merely a sort of "tertium quid." There is,
however, one recreation in which Englishmen
have been and are still supreme. I refer to
running over a distance of ground. America
has produced many splendid sprinters and mag-
nificent middle-distance men—but their athletes
seem to lack stamina. A glance at any book of
records will speedily convince the sceptical of
the truth of this statement. All of us can
readily recall how the Americans this year were
victorious in the short cuts at the championship
meeting of the Amateur Association in London,
and in the games at the Paris Exhibition—but
they could not defeat Alfred Tysoe and Charles
Bennett in the 880 yards and the mile. The
latter was accorded a hearty British cheer at
Stanford Bridge in July when, for the first
time, he became the mile champion. Sandy
Grant, the Pennsylvania University candidate,
looking quite an old crock by his side. But
Tysoe was cheered to the echo when he scored
in the half-mile, because John Cregan, the
Princeton captain, ran him a capital race. But
sirs, the "Tiger" was beaten by a long ten
yards in 1 min 57 4-5secs. Tysoe could have
improved upon these figures as he ran the
decider so well after being badly spiked in his
heat. Since that day there has been a desire
for a meeting between Bennett and Tysoe over
an intermediate course. Hence it has been
arranged with the consent of the authorities
that the pair shall run a match over three-
quarters of a mile.

A SKETCH OF CHAMPION TYSOE.
Matches between amateurs are unfortunately
rare, as I believe that a good contest between
keen rivals is the very essence of sport. There
has not been such an event in the North of
England for quite seven years, and hence there
will be rejoicing that the rendezvous will be
Bella Vue Gardens, Manchester, and the date
October 20. The Salford and Finchley Har-
riers will jointly manage the meeting. Tysoe
is a thorough Lancashire lad with a typical
Anglo-Saxon face—with bright eyes and a smile
generally lurking round the corners of his lips.
On the 23rd of March last he was, 23, but has
quite a youthful appearance owing to the fresh-
ness of his complexion. Standing 6ft 8in,
he is very strongly built, and weighs just under
eleven stone. He began to run as a sprinter
in 1892, but in 1894 turned his attention to
longer races and soon earned a reputation over
courses varying from half-a-mile to ten miles.
In 1896 he won both the 1,000 yards and the
one mile championship of the North of England,
the one and ten miles national championships
in 1897, and he succeeded in the half-mile both
last year and this summer. From this it will
be seen that Tysoe is a man of parts.

"FARMER" BENNETT.
His opponent Charles Bennett hails from the
south-west of England, living and training at
Wimborne, in Dorset, where he is engaged in
farming. He is not the only farmer who has
been a famous runner, for C. G. Wood invari-
ably prepared himself in a remote country place
in Norfolk, where he had a snug farmstead. A
man can train without a track at his backdoor.
Bennett, who is about the same age as Tysoe,
is 5ft 7in, and of lighter build, while he is
dark—nay, almost rufous. At any rate the
Finchley Harrier is as brown as a berry from
the life spent in the open air. Eight years since,
he began his running career by winning a mile
handicap at Bournemouth. He first competed
at the championships in 1895, when he was fifth
in the wonderful race run by Dr. Munro over
four miles—an event which Bennett won easily
in 1897-98-99. Last year he caused Hugh
Welsh to struggle for the mile at Wolver-
hampton—an honour which, as already told,
he captured last July, for the young Scotch-
man, who is now chiefly occupied in survey-
ing and managing estates, did not defend
his title. Both Bennett and Tysoe are ex-
cellent men across a country, especially the
former, but for the present we are concerned
with path athletics. There are good judges of
the healthy, manly, and even refined pastime of
running who considered the race at the mercy
of Tysoe, but after the form displayed by
Bennett last Saturday at the London Poly-
technic meeting of Paddington their confidence
must be shaken. In a three-quarter mile scratch
race Bennett beat Binks, of the Unity A.C., by
a yard in 3 min. 10 4-5secs., which beats the
record passed by the Amateur Athletic Associa-
tion this year, namely 3 min. 11 4-5secs., by Alec
Nelson, at Reading, on August 23, 1899.
Until Nelson's figures were put on the
books the A.A.A. always contended that
there was no reliable time for 1,320 yards.
This is nonsense for we all want to know what
is the matter with 3 min. 10secs. accomplished by
that great man, W. G. George, at Little Bridge
ground (now utilised as railway sidings) on
June 3, 1882? No reasonable doubt can be enter-
tained of these figures. Tommy Gosell, the
scottish Irish American, completed the distance
in 3 min. 22 1-2 secs. at Trinity Island, New
York, on August 21, 1894, but he was specially
paced on that occasion. I believe the A.A.A.
refuse to accept George's time because it was
done on a track—but so was that of Nelson.
For a set distance Bennett must be credited

with 3 min. 10 4-5 secs.—but this might be ten-
ten, given a fine day at Bella Vue next month,
for the match is quite the event of the year
among amateur foot-racers.

THE SUCCESS OF J. A. JARVIS.
That remarkable swimmer, J. A. Jarvis, pur-
sues the even tenour of his way in the water
and really since the day he defeated J. H. Tyom
in the one mile championship at the West In-
dian Tacks, London, in 1897, he has been with-
out a peer among amateurs, and at a mile I do
not think anybody in the world could beat him.
Last Saturday Jarvis carried off the Ulph
Challenge Cup, at Great Yarmouth—a trophy
presented by the late Harry Ulph, a man
who made a pile of money on the turf and
kept it. The race is over a course of 1,069
yards, and Jarvis triumphed in the hollowest
fashion, as he did on Tuesday evening at
Hyde, in the 500 yards championship. It
seems curious how these inland towns produce
the greatest swimmers, for Jarvis, like Gress-
ley, is a native of Leicester, where he was
born on February 28, 1872. A creature of
amphibious habit since boyhood, Jarvis won his
first race at the tender age of twelve. By
studying Gressley he made much improvement,
and when he was 20 he was placed third in the
half-mile championship, but he never won an
event of this importance until he conquered
Tyres in the Diamond Jubilee year. That
victory exercised a tremendous influence upon
him, for since then he has left nothing to
chance. What are the secrets of his success?
A careful life, constant practice, plenty of walk-
ing, and a powerful right over-arm stroke.
Eminence in any sphere is not attained without
rigid self-discipline and hard work. Tobacco
in any form is tabooed by Jarvis, who only
drinks a glass of port at rare intervals as a
tonic. The foundation of all physical fitness is
walking, and in this Jarvis is a great believer.
When in strict training he swims twice daily
and I should describe him as a disciple of Joey
Nuttall.

EVERTON AND LIVERPOOL AT FOOTBALL.—A
GLOUBIOUS GAME.

Many critics of sports are very fond of airing
their opinions about professional football, and
their favourite trite remark is that the people
who look on ought to be playing the game. I
could not help thinking of this as I watched
the Herculean struggle at Goodison Park last
Saturday, between Everton and Liverpool—the
rival neighbours who opposed each other for the
eighteenth time since 1894. There were con-
siderably over 40,000 spectators—some said
46,000. It would certainly tax the resources of
the playing grounds of Liverpool if all those
46,000 began to chase the slippery leather ball
which looms so large in our hardy winter pas-
time. Surely one might as well say that all the
people who patronise theatres would be much
better employed if they commenced to act them-
selves! It was a motley crowd at Everton, for
there were soldiers in khaki from the South, in
scarlet leading brightness here and there, men
of the navy swaggering in blue serge, and all
sorts and conditions of folk, including white
and black. I saw several coloured gentlemen—
who were evidently young men of some posi-
tion. But fancy 46,000 people for an ordinary
Saturday afternoon match. This is a record
or a League match. Such an assembly proves
how utterly futile it is for the purists to inveigh
against professionalism and League football.
For any useful purpose that they serve they
might as well bay at the moon or criticise the
action of the tides.

"BANDY" RAISEBECK.
Both clubs, Everton and Liverpool, had up to
the time of this trial of skill and strength
earned every possible point in the League
tournament this season. They were unbeaten.
A more fitting termination than a draw of one
goal each could not have been devised, for in
the game there was precious little difference
between the two. The teams are as nearly
as possible of equal merit, although the Liver-
pool forwards seemed to have more command
of the ball. The finest player on the field
was undoubtedly the centre half-back and
captain of Liverpool—Alexander Raisbeck, an
ex-Edinburgh Highlander, who, it will be
recalled, took the place of little Nellie, also an
old Highlander, who left Liverpool for the
Glasgow Rangers. When Nellie returned across
the Border, it was felt that his place would be
difficult to fill, but Mr. Tom Watson, the club
secretary of Liverpool, went north again.
Half-a-dozen League clubs had been anxious
to capture Raisbeck, and he naturally desired to
follow Robertson, Murphy, and Kennedy to
Stoke. Indeed he had virtually made up his
mind to go into the Potteries when Tom Watson
came on the scene. Raisbeck named his terms.
To his surprise they were accepted at once. A
better investment was never made, for this young
Scotchman has all the ability of Johnny Holt
and twice his physique. On Saturday Raisbeck
was always in the way of the Everton forwards,
and realising the idea of the famous half-back
who said: "I can't play football much myself,
but I can prevent others from playing." This
was a fine paradox. But Raisbeck is a regular
ten's provider for his own forwards, while
when his backs are pressed he invariably
comes to their relief. He plays with his head
in more senses than one, and is the best centre
half-back in Great Britain. As he has two

brothers also playing the game, one with
Sunderland, and another with the Edin-
burgh Hibernians, a passion for football
evidently runs in the family. For the informa-
tion of the curious and the statistical, I may
add that of these eighteen matches, Everton
have won ten, and Liverpool three, while five
have been drawn. Moreover, Everton have
registered 30 goals, as against 18, but on
Saturday Jack was clearly as good as his
master.

THE OLD AND THE NEW FOOTBALL.

But as I watched this hard struggle, ad-
mittedly between two of the finest teams in
the League, I could not help thinking that the
football of to-day does not reach such a high
standard of individual excellence and all round
ability as fifteen years ago. As an old fogey
I suppose I am tempted to scribble in the spirit
of the *laudator temporis acti*, but really now-
adays one sees more determination, more bustle,
more anxiety to get the ball up to goal by
any means than the perfect combination of
Preston North End in the long ago. More-
over there are no dribblers of ability the
same as there used to be. Is there any man
to-day who can dribble and control a ball
as Colthold used to do? I don't know him.
Teams have greatly deteriorated. Preston is
an example. Look again at Notts County.
Time was when Notts regularly played seven
or eight English Internationals and were a
magnificent side. But I never see now such
football as used to be shown in the mid-eighties
by Blackburn Rovers, Preston, Notts, and
Queen's Park. Moreover it is astonishing how
the professionals of to-day keep the ball in the
air, instead of on the ground. Except for an
occasional lob—for lobbing pays in front of goal
and when a man is in difficulties—the ball
should be kept on the turf and never be kicked
high. The longer the leather is floating about
in the atmosphere the greater opportunity have
men to dispose themselves as they choose. The
floor-game, to use the jargon of the trade, is the
game that pays.

A BENEFIT FOR JACK BOARD.

The Gloucestershire Cricket Club have de-
cided to give Jack Board, the county wicket-
keeper, a benefit match next season, and right
well does this choicest cricketer, who rarely
finches under the hardest of knocks, deserve
such a recognition of his skill and good con-
duct. Last season he dismissed 67 batsmen, 58
caught and nine stumped, his second best year
as the following figures show:—1896, 29 caught,
18 stumped, 44; 1898, 31 caught, 14 stumped,
45; 1897, 37 caught, 11 stumped, 48; 1896, 30
caught, 13 stumped, 43; 1895, 50 caught, 23
stumped, 73; 1894, 30 caught 5 stumped, 35;
1893, 18 caught, 3 stumped, 21; 1892, 20 caught,
2 stumped, 22; and 1891, 12 caught and 11
stumped, 23. But in addition to such useful
handiwork as this, Board is a lusty batsman, and
has several times exceeded the hundred, his
highest effort being 214 for his county against
Somerset this year. Had he not been doomed
to wicket-keeping by "W. G.," who employed
him and coached him, Board would have made
a first-rate batsman. As he is only 32 there is still
plenty of cricket before him.

STILL THEY COME!—HOW TO BREED
JOCKEYS.

The advent of more American jockeys on the
English turf is not an occasion for rejoicing
among English horsemen. There is a ragged
American sportsman now training his horses at
Newmarket, called "Ed." Corrigan. He comes
from the West and is a great character. An
original recipe for breeding jockeys was pro-
pounded by him. He said:—"The sire, an
Englishman to give bull-dog courage; the dam,
an Irishman for the dare-devil-leash; and one
grandam, a Jewess, for the cunning." What-
ever may be the complete antecedents of Danny
Maher, the American crack, who has recently
reached England, to ride for Mr. Pierre
Lorillard, his nephew Mr. B. McCrory, and
for George Blackwell's stable generally, he at
any rate has Irish blood in his veins. His name
says so, and his father emigrated from Nenagh,
County Tipperary. He is a serious rival to
Sloan, and rides in the same position, and in
the same "get-up-and-get-there" style. He
began by piloting his two first mounts to
victory at the Manchester meeting. The longer
I live, the more I am convinced that the early
English mode of riding is doomed. All our
jockeys will soon adopt the forward painful
seat. I should not be surprised if Maher made
as great a sensation as Sloan.

NEWSPAPERS, MAGAZINES, &c.

SUBSCRIPTIONS.

"GREATEST EFFICIENCY."	PREPAID RATES, PER ANNUM.	"LOWEST RATES."
Black and White and Xmas No. ...	£ s. d.	£ s. d.
Daily Graphic (Weekly Part) ...	2 4 3	0 13 10
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Overland Mail ...	1 9 1	0 10 0
Punch and Almanac ...	0 17 4	0 15 0
Queen ...	1 14 0	0 10 0
Saturday Review ...	1 9 1	0 8 6
Sketch and Xmas No. ...	1 19 2	0 9 2
Sporting Times ...	0 10 6	0 5 0
Truth or World ...	1 10 6	0 8 8
Times (Weekly Edition) ...	0 12 7	0 9 8
Badminton Magazine ...	0 10 0	0 10 0
Baily's Magazine of Sports ...	0 13 10	0 13 10
Blackwood's Magazine of Sports ...	1 10 0	0 18 0
Century Magazine ...	0 18 0	0 18 0
Chambers's Journal ...	0 9 7	0 10 0
Contemporary or Fortnightly Review ...	1 10 0	0 9 0
English Illustrated Magazine ...	0 9 0	0 14 0
Harper's Magazine ...	1 10 0	0 14 0
Nineteenth Century ...	0 15 0	0 10 0
Pall Mall Magazine ...	0 15 0	0 10 0
Pearson's Magazine ...	0 10 0	0 8 6
Review of Reviews ...	0 8 6	0 9 2
Strand Magazine ...	0 9 2	0 5 0
Weldon's Ladies' Journal ...	0 5 0	0 8 8
Wide World Magazine ...	0 8 8	0 9 8
Windsor Magazine ...	0 9 8	0 9 8

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Smoke it.

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W. H. EVERETT & CO., AGENTS, HONGKONG. [2563-2]

Bracing!
Refreshing!
Invigorating!
ADD A LITTLE
Condor's Fluid
TO YOUR BATH.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	Idomeneus	Brit. str.	—	Biller	BUTTERFIELD & SWIRE	To-day
LONDON, &c., via PORTS OF CALL	Bombay	Brit. str.	—	G. W. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st Nov.
LONDON VIA SUEZ CANAL	Chusan	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 12th Nov., at Noon.
LIVERPOOL DIRECT	Agamemnon	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 13th Nov.
BREMEN, via PORTS OF CALL	Ajax	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th Nov.
MARSEILLES, LONDON & ANTWERP, v. S. POSE, &c.	Tantalus	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th Nov.
MARSEILLES, &c., via PORTS OF CALL	Oldenburg	Ger. str.	—	H. Prager	MELCHERS & CO.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP, v. S. POSE, &c.	Sanuki Maru	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 2nd Nov., at Daylight.
HAVRE & HAMBURG	Sydney	Fren. str.	—	Anbert	MESSAGEIRIES MARITIMES	On 5th Nov., at 1 P.M.
HAVRE & HAMBURG	Hakata Maru	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 16th Nov., at Daylight.
HAVRE & HAMBURG	Saenja	Ger. str.	—	Schlaefke	CARLOWITZ & CO.	On 3rd Nov.
HAVRE & HAMBURG	Suevia	Ger. str.	—	Förck	CARLOWITZ & CO.	On or about 22nd Nov.
HAVRE & HAMBURG	Aranea	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 30th Dec.
HAVRE & HAMBURG	Aranea	Ger. str.	—	Jansen	CARLOWITZ & CO.	On or about 30th Dec.
NEW YORK VIA SUEZ CANAL	Wittenberg	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 20th Nov.
NEW YORK	Hilgolen	Brit. str.	—	Gedye	DOUGLASS LAFAR & CO.	On 25th Nov.
VANCOUVER, via SHANGHAI, &c.	Empress of India	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 21st Nov.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c.	Braemar	Brit. str.	—	W. Watt	DOUGLASS LAFAR & CO.	On 16th Nov.
VICTORIA, B.C., &c., via SHANGHAI, &c.	Riojun Maru	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 24th Nov., at 4 P.M.
PORTLAND, OREGON via JAPAN	Monmouthshire	Brit. str.	—	Kennedy	T. M. STEVENS & CO.	On or about 30th inst.
SAN FRANCISCO via AMOY, &c.	Nippon Maru	Jap. str.	—	—	TOYO KISEN KAISHA	To-morrow, at Noon.
SAN FRANCISCO via SHANGHAI, &c.	City of Rio de Janeiro	Amr. str.	—	—	PACIFIC MAIL S. S. CO.	On 8th Nov., at Noon.
SAN FRANCISCO via AMOY, &c.	Coptic	Brit. str.	—	—	O. & O. S. S. Co.	On 17th Nov., at Noon.
AUSTRIAN PORTS	Changsha	Brit. str.	—	T. Moore	BUTTERFIELD & SWIRE	On 20th Nov.
AUSTRIAN PORTS	Eastern	Brit. str.	—	Ellis	BUTTERFIELD & SWIRE	On 9th Nov., at 4 P.M.
YOKOHAMA & KOBE	Kasuga Maru	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 15th Nov., at 4 P.M.
KOBE & YOKOHAMA	Chingfu	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 2nd Nov., at 4 P.M.
KOBE & YOKOHAMA	Kamakura Maru	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 9th Nov., at Daylight.
NAGASAKI & WYADIVOSTOCK	Daphne	Ger. str.	—	Nissen	SIEMSEN & CO.	On 3rd Nov., at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	Glamorganshire	Brit. str.	—	Daries	SHAW, TOMES & CO.	On or about 15th Nov.
MOJI, KOBE & YOKOHAMA	Hiroshima Maru	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 4th Nov., at Daylight.
SHANGHAI & JAPAN	Canton	Brit. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Annam	Fren. str.	—	Poylenot	MESSAGEIRIES MARITIMES	On or about 10th Nov.
SHANGHAI	Sobraon	Brit. str.	—	L. M. Wilmer	P. & O. S. N. Co.	On or about 10th Nov.
SHANGHAI, NAGASAKI, HIogo & YOKOHAMA	Swatow	Ger. str.	—	P. Grosch	MELCHERS & CO.	Quick despatch.
HAIPHONG	Haiphong	Brit. str.	—	Bathurst	DOUGLASS LAFAR & CO.	To-day, at Noon.
SWATOW, AMOY & TAMSUI	Kasuga Maru	Jap. str.	—	K. Hasegawa	MITSUBISHI KAISHA	On 4th Nov., at Daylight.
POOCHOW via SWATOW & AMOY	Amoy	Jap. str.	—	K. Suzuki	MITSUBISHI KAISHA	On 7th Nov.
AMOY, SINGAPORE, SAMARANG & SOULABAYA	Shantung	Brit. str.	—	Quail	BUTTERFIELD & SWIRE	On 2nd Nov.
MANILA	Loongang	Brit. str.	—	Weigall	JARDINE, MATHESON & CO.	On 2nd Nov., at 4 P.M.
MANILA via AMOY	Esmeralda	Brit. str.	—	Geo. T. Blaxland	SHAW, TOMES & CO.	On 2nd Nov., at 5 P.M.
MANILA	Changsha	Brit. str.	—	T. Moore	BUTTERFIELD & SWIRE	On 9th Nov., at 4 P.M.
BOMBAY, via SINGAPORE & COLOMBO	Kagoshima Maru	Jap. str.	—	R. Nunome	NIPPON YUSEN KAISHA	On 14th Nov., at Noon.

SHIPPING.

ARRIVALS.
Oct. 23, Hongkong, French str., 862, Pannier, Haiphong 26th October and Hoihow 27th, General. — A. R. Marty.
Oct. 23, Haiphong, American steamer, 1,216, Pannier, Haiphong 24th Oct, General. — A. R. Marty.
Oct. 23, NAWAN, British transport, 2,041, W. J. Crebbin, Weihaiwei 21st October.
Oct. 23, SUMATRA, British transport, 2,078, G. H. C. Weston, Taku 22nd October.
Oct. 23, SHANTUNG, German str., 1,007, H. Reibelmund, Cebu 25th October, Hemp. — SANDER, WILBER & CO.
Oct. 23, YALU, British str., 2,598, Carter, Haik Payer 26th Oct., Oil — ALBROOK, KARRER & CO.
Oct. 23, NAGADAN, Russian str., 16th, Rowsell, Glasgow 8th Sept. — SIEMSEN & CO.
Oct. 23, ANTON, British str., 3,563, M. H. F. Jackson, Antwerp 16th Sept. and Singapore 22nd Oct., Coals. — BUTTERFIELD AND SWIRE.
Oct. 23, TOONAN, Amr. str., 1,356, Blithen, Wuhu 25th Oct., General. — CHINESE.

CLEARANCES.

At the Harbour Master's Office.
29th OCTOBER.
Hokela, German str., for Saigon.
Nagadan, Russian str., for Port Arthur.
Hoihow, French str., for Hoihow.
Idomeneus, British str., for Singapore.
Antony, British str., for Kiochow.
Haiching, British str., for Swatow.
Loonyoon, German str., for Shanghai.
Takaung, British str., for Canton.
Diamante, British str., for Manila.
Loyal, German str., for Bangkok.
Anapa, British str., for Singapore.
Wingung, British str., for Swatow.
Adito, British str., for Nagasaki.

DEPARTURES.

Oct. 23, G.WALIOR, British hospital str., for Taku.
Oct. 23, S. V. Langkat, Dutch str., for Langkat.
Oct. 23, GLENGARRY, British str., for Kobe.
Oct. 23, BROWN, German str., for Chiofo.
Oct. 23, ELTA, Russian str., for Nagasaki.
Oct. 23, NUDDA, British str., for Calcutta.
Oct. 23, CARTIAGE, British hospital ship, for Bombay.
Oct. 23, INDRAVIRA, British str., for Shanghai.
Oct. 23, CHARTERHOUSE, British str., for Amoy.
Oct. 23, LOONGMOON, Ger. str., for Shanghai.
Oct. 23, TAKSANG, British str., for Canton.
Oct. 23, DIAMANTE, British str., for Manila.
Oct. 23, COROMANDEL, Brit. str., for Shanghai.
Oct. 23, LOYAL, German str., for Bangkok.
Oct. 23, ANAPA, British str., for Singapore.
Oct. 23, TOONAN, Amr. str., for Canton.
Oct. 23, WINGANG, British str., for Swatow.
Oct. 23, ADATO, British str., for Nagasaki.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Phra C. C. Kiao, Top, gallant.
KOWLOON DOCKS.—U.S.S. Monterey, Don Juan de Austria, Adamastor, Chingtu, Belgian King, Shantung, H.M.S. Janus, Hongshan, St. Andrew.
COSMOPOLITAN DOCK.—Stanfield, Changsha.

SHIPPING REPORTS.

The British steamer *Antony*, from Antwerp 16th Sept. and Singapore 22nd Oct., had moderate monsoon and fine weather.
The American steamer *Takaung*, from Haiphong 24th Oct. and Hoihow 27th, had strong breezes from N.E. and fine weather to port.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON (via SUEZ CANAL).
THE Company's Steamship

"IDOMENEUS"
Captain Biley, will be despatched as above TO-DAY, the 26th October.
For Freight apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th September, 1900. [248]

FOR PORTLAND (OREGON) via JAPAN.
(Booking Cargo for San Francisco and OVERLAND PORTS).

"MONMOUTHSHIRE"
Captain Kennedy, will be despatched on or about the 30th inst.
For Freight and Passage, apply to T. M. STEVENS & CO., Agents.
Hongkong, 26th October, 1900. [257]

VESSELS ON THE BERTH

PASSAGE.

THE Steamship

"MONMOUTHSHIRE"

100 A.T. sailing FOR PORTLAND (OREGON), about the 30th inst., has room for a few First Class Passengers at reduced rates. Bookings for Interior Points and Europe. Stewards and Surgeon carried.

Apply—
T. M. STEVENS & CO.,
4, Duddell Street,
Hongkong, 26th October, 1900. [2697]

TOYO KISEN KAISHA.

TO SAN FRANCISCO via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, Oct. 31, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

THE Twin-Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on WEDNESDAY, the 31st October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 26th October, 1900. [5]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GENEVA, TRIPOLI, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

* SARNIA { HAVRE & HAMBURG { On 3rd { Freight and
Capt. Schlaefke { (London with transshipment in Hamburg) { November { Passage.
SUEVIA { HAVRE & HAMBURG { About 22nd { Freight.
Capt. Förck { (London with transshipment in Hamburg) { November { Freight.
AMBRIA { HAVRE & HAMBURG { About 6th { Freight.
Capt. A. Wagner { (London with transshipment in Hamburg) { December { Freight.
ARAGONIA { HAVRE & HAMBURG { About 20th { Freight.
Capt. Jansen { (London with transshipment in Hamburg) { December { Freight.
WITTENBERG { HAVRE & HAMBURG { About 30th { Freight.
Capt. Hempel { (London with transshipment in Hamburg) { December { Freight.

* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,
AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900
"EMPRESS OF JAPAN" Comdr. H. Pylis, R.N.R. WEDNESDAY, 19th Dec., 1900
"EMPRESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th Jan., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 13 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Peddar Street.

Hongkong, 25th October, 1900. [9]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI and JA. (CANTON) { Noon, 30th { Freight or Passage.
PAN { C.F. Lockstone, R.N.R. { Oct. { Freight or Passage.

LONDON { BOMBAY { About 1st { Freight or Passage.
{ G.M. Montford, R.N.R. { Nov. { Freight or Passage.

LONDON, &c. { CHUSAN { Noon, 10th { See Special Advertisement.
{ C.D. Bennett, R.N.R. { Nov. { See Special Advertisement.

SHANGHAI { SOERABOEN { About 10th { Freight or Passage.
{ L. M. Wilmer, R.N.R. { Nov. { Freight or Passage.

For Further Particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 26th October, 1900. [1]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

SANUKI MARU { MARSEILLES, LONDON, and { FRIDAY, 2nd Nov., at {
W. Townsend { ANTWERP, via SINGAPORE, { DAYLIGHT.
{ PENANG, COLOMBO & PORT {
{ SAID {

HIROSHIMA MARU { MOJI, KOBE and YOKOHAMA { SUNDAY, 4th Nov., at {
S. Yoshizawa { DAYLIGHT.
KAMAKURA MARU { KOBE and YOKOHAMA { FRIDAY, 9th Nov., at {
H. Petersen { DAYLIGHT.
KAGOSHIMA MARU { BOMBAY, via SINGAPORE and { WEDNESDAY, 14th Nov., at {
R. Nunome { COLOMBO { NOON.

HAKATA MARU { MARSEILLES, LONDON, and { FRIDAY, 16th Nov., at {
F. L. Sommer { ANTWERP, via SINGAPORE, { DAYLIGHT.
{ PENANG, COLOMBO & PORT {

KASUGA MARU { SYDNEY and MELBOURNE, via { FRIDAY, 23rd Nov., at {
E. W. Haswell { MANILA, THURSDAY ISLAND, { 4 P.M.
{ TOWNVILLE and BRISBANE {

RIOJUN MARU { VICTORIA, B.C. and SEATTLE { SATURDAY, 24th Nov., at {
J. W. Ekstrand { U.S.A., via SHANGHAI, MOJI, { 4 P.M.
{ KOBE and YOKOHAMA {

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 30th October, 1900. [12]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI.

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.

BRAEMAR 3,301 W. Watt November 10
DUKE OF YORK 3,321 J. S. Cox November 24
OLYMPIA 2,837 J. T. Bridges November 30
QUEEN ADELIADE 2,832 F. McNair December 16

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria, and Tacoma to Delta and St. Michaels.

Rates of Passage to other Points on application.

A special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 10th October, 1900. [10]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA, ANTWERP,

BREMERHAMBURG.

VESSELS ON THE BERTH
SHIRE LINE.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
"GLAMORGANSHIRE."
Captain Davies, will be despatched to the above ports on or about THURSDAY, the 1st November, 1900.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 24th October, 1900. [2732]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship
"ESMERALDA."
Captain Geo. T. Blackland, will be despatched as above on FRIDAY, the 2nd November, at 5 P.M.
This Steamer has superior accommodation for Passengers and is fitted with the Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 30th October, 1900. [2737]

FOR NAGASAKI AND WADIVOS-TOOK.

THE German Steamship
"DAPHNE."
Captain Nissen, will be despatched for the above ports on SATURDAY, the 3rd November, at 5 P.M.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 23rd October, 1900. [2723]

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY, SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship
"SHANTUNG."
Captain Quill, will be despatched as above on SATURDAY, the 3rd November.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th October, 1900. [2947]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship
"TAMU MARU."
Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 4th November, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 29th October, 1900. [15]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, LEAVRE, BORDEAUX, ALICE.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 5th November, 1900, at 1 P.M., the Company's Steamship "SYDNEY" Captain Auliers, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S.S. *Armand Behre*, which vessel takes on her Passengers and Mails, leaving that port on the 17th November direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 23rd October, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship
"CHINGTU."
Captain Williams, will be despatched as above on SATURDAY, the 10th November.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th October, 1900. [2735]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship
"CHUBAN."
Captain C. D. Bennett, R.N., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 10th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles, and London; and cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 29th October, 1900. [1]

VESSELS ON THE BERTH
THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship
"AKASHI MARU."
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 7th November.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th October, 1900. [2524]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Yokohama, Inland Sea, and Honolulu) THURSDAY, Nov. 8, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on THURSDAY, the 8th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 15th October, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c. S.S. "CARLISLE CITY" On 20th Nov. 3.002 Tons.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan. [14]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"HILLGLEN" will be despatched for the above port on or about the 20th November, 1900.

For Freight, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 25th October, 1900. [2410]

VESSELS ON THE BERTH.
CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship
"CHANGSHA."
Captain T. Moore, will be despatched as above on FRIDAY, the 8th November, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th October, 1900. [2587]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

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N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th October, 1900. [2586]

CHINA NAVIGATION COMPANY, LIMITED.

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BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th October, 1900. [2586]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

NOTICES TO CONSIGNEES
OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "AJAX."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd instant.
Optional cargo will be landed unless notice has been given prior to steamer's arrival.
Goods undelivered after the 30th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd day after the steamer's arrival.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd October, 1900. [2688]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK.

THE Steamship
"INDRAPURA."
having arrived from the above Ports. Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
Cargo remaining undelivered after the 3rd November, at Noon, will be subject to rent. No Fire Insurance will be effected.
Consignees are requested to present all claims for damages and/or shortages not later than the 6th November, otherwise they will not be recognised.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO.,
Agents.
Hongkong, 27th October, 1900. [2750]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Mark by Mark and delivery can be obtained as soon as the goods are landed.
This vessel brings on Cargo—
From London, &c., ex s.s. *Britannia* and *Oriental*.
From Persian Gulf, ex s.s. *Simla* and *Assyria*.
From Aden, ex s.s. *Nadir*.
Optional goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-MORROW.
Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 28th October, 1900. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANTON."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by

POST OFFICE NOTICES.

CHRISTMAS AND NEW YEAR PARCELS.—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 25th November, are due in London about the 10th December, and those posted before 3 p.m. on Friday, the 25th November, are due in London about the 30th December. Senders of parcels are requested to post them a few days in advance.

The *Empress of India*, with the Canadian Mail, left Shanghai on Saturday, the 27th inst., at 10 p.m., and may be expected here on or about Tuesday, the 30th inst.

The *Stuttgart*, with the German Mail of the 1st October, left Singapore on Sunday, the 28th inst., at daylight, and may be expected here on or about Friday, the 2nd November.

The *Adams*, with the French Mail of the 5th inst., left Singapore on Sunday, the 28th inst., at 9 p.m., and may be expected here on or about Sunday, the 4th November. This Packet brings replies to letters despatched from Hongkong on 1st September.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Haiphong	Jacob Diederichsen	Tuesday, 30th, 10.10 A.M.
Shanghai and Kobe	Canton	Tuesday, 30th, 11.00 A.M.
Haiphong	Haiphong	Tuesday, 30th, 11.00 A.M.
Shanghai	Chiyensu	Tuesday, 30th, 2.00 P.M.
Singapore	Chiyensu	Tuesday, 30th, 4.00 P.M.
Wei-hai-wei, Cheloo and Port Arthur	Shantung	Tuesday, 30th, 5.00 P.M.
Haiphong	Hongkong	Wednesday, 31st, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Nippon Maru	Wednesday, 31st, 9.45 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		
EUROPE, &c., India via Tutuicorin	Oldenburg	Wednesday, 31st, 10.45 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.)
(Late Letters 10.55 to 11.15 A.M. Extra Postage 10 cents.)		
Manila	Loongang	Friday, 2nd Nov., 3.00 P.M.
Amoy and Manila	Emerald	Friday, 2nd Nov., 4.00 P.M.
Amoy, Singapore, Sumatra and Sourabaya	Shantung	Saturday, 3rd Nov., 3.00 P.M.
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Changsha	Friday, 9th Nov., 3.00 P.M.
EUROPE, &c., India via Tutuicorin	Chiyensu	Saturday, 10th Nov., 8.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		
Yokohama and Kobe	Chinglu	Saturday, 10th Nov., 11.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Empress of India	Wednesday, 21st Nov., 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		

TO-DAY.

Sale, Furniture, Sales Rooms, Mr. V. I. Remedios, 230 p.m.

TO-MORROW.

Meeting of the Victoria Preceptory and Priory, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

MONDAY, 29th October.

ON LONDON—	Telegraphic Transfer	2/14
	Bank Bills, on demand	2/14
	Bank Bills, at 30 days' sight	2/14
	Bank Bills, at 4 months' sight	2/14
	Credits, at 4 months' sight	2/14
	Documentary Bills, 4 months sight	2/14
ON PARIS—	Bank Bills, on demand	2/64
	Credits, at 4 months' sight	2/70
ON GERMANY—	On demand	2/15
ON NEW YORK—	Bank Bills, on demand	51 1/4
	Credits, 60 days' sight	52 1/4
ON BOMBAY—	Telegraphic Transfer	158
	Bank, on demand	158 1/2
ON CALCUTTA—	Telegraphic Transfer	158
	Bank, on demand	158 1/2
ON SHANGHAI—	Bank, at sight	71 1/4
	Private, 90 days' sight	72 1/4
ON YOKOHAMA—	On demand	3/4 p.c. dis.
ON MANILA—	On demand	1 p.c. p.m.
ON SINGAPORE—	On demand	1 1/2 p.c. p.m.
ON BATAVIA—	On demand	128 1/4
ON HAI PHONG—	On demand	2 p.c. p.m.
ON SAIGON—	On demand	1 1/2 p.c. p.m.
ON BANGKOK—	On demand	60
	SOVEREIGNS, Bank's Buying Rate	9.45
	GOLD LEAF, 100 fine, per tael	50
	BAR SILVER, per oz	23 1/2

OPIUM.		
Quotations are— Allow 60 net to 1 catty.		
Malwa New	\$750	to \$800 per picul.
Malwa Old	\$830	"
Malwa Older	\$870	"
P. P. per-wrapped—	—	to \$825
Persian fine quality	\$870	to —
Persian extra fine,	—	to —
Patna New	—	to \$955 per chest.
Patna Old	—	"
Benares New	—	\$945
Benares Old	—	"

VESSELS EXPECTED.

THE GERMAN MAIL.

The Imperial German Mail steamer *Oldenburg* left Shanghai on the 27th inst. at 1 p.m., and may be expected here to-day.

The Imperial German Mail steamer *Stuttgart*, carrying the German mails with dates from Berlin of the 1st inst., left Singapore on Sunday, the 28th inst., at daylight, and may be expected here on or about Friday, the 2nd Nov.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of India* arrived at Shanghai at 1 a.m. on Saturday, the 27th inst., and left again at 10 p.m. same day for Hongkong, where she is due to arrive to-day.

THE INDIAN MAIL.

The Indo-China steamer *Cheloo*, from Calcutta and Straits, left Singapore for this port on Thursday, the 25th inst., at 3 p.m.

THE FRENCH MAIL.

The M. M. steamer *Adams*, with the French mail, left Singapore on Sunday, the 28th inst., at 9 p.m., for this port via Saigon.

THE AMERICAN MAIL.

The O. & O. steamer *Coptic*, with mails, &c., from San Francisco to the 10th inst., via Honolulu, has arrived at Yokohama, and will leave for this port this morning via Inland Sea, Kobe, Nagasaki and Shanghai.

The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 2nd inst.

The T. K. K. steamer *America*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 17th inst.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 28th inst.

JOINT STOCK SHARES.

HONGKONG, 30th October.

Stocks.	No. of Shares.	Issue Price.	Par Value.	Last Dividend.	Closing Quotations.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11/11—\$15.09 per share for 1st half year 1900	214 p. c. pr.—\$2171.
Bank of China & Japan, Ltd.	190,875	25	25	None	21.
Do. Deferred	1,250	25	25	None	25. 5a.
National Bank of China, Ltd.	10,970 A	25	25	2/8 for 1899	\$25, buyers
Do. Founders' Shares	20,000 B	25	25	2/8 for 1899—\$1.30 for 1899	\$25, buyers
Marine Insurance.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	38 p. ct.—\$18 for 1899	\$245, sellers
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$83.33	10 p. ct. for 1899, and 30 p. ct. for 1900	\$32, sales
North China Ins. Co., Ltd.	5,000	2100	225	5 p. ct. final—10 p. ct. in all for 1899	71a. 10a. c. d. buyers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$30	20—10 p. ct. for 1899	\$118, sellers
Canton Insurance Office, Ltd.	10,000	\$250	\$50	\$12 for 1899	\$125, buyers
Strait Insurance Co., Ltd.	30,000	\$100	\$30	5 p. ct. for 1899	\$1.
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$27 for 1899	\$295, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$3 for 1899	\$80, sellers
SHIPPING.					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 30/9/1900	\$321, sellers
Indo-China S. S. Co., Ltd.	60,000	410	410	10 p. ct. 4.2 p. ct. bonus for 1899	\$89, sellers
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	20 p. ct. for 1899	\$85, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. ct. for year ending 30/9/1900	\$40, buyers
China Mutual S. S. Co., Ltd.	20,000	210	210	Int. of 5 p. cent on a/c. of 1900	\$203, buyers
Do. do.	20,000	210	210	Int. of 5 p. cent on a/c. of 1900	\$203, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05—12 p. ct. for year ended 30/4/00	\$18, sales & buyers
Shall Transport & Trading Co., Limited	2,000,000	41	41	Int. of 5 p. cent on account of 1900	\$3 1/2.
RATINGS.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Int. of 32 p. per share on a/c. 1900	\$108, buyers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$35, buyers
MINING.					
Fanjong Mining Co., Ltd.	80,000	\$5	\$5	None	\$2.90, sellers
Macao S. S. Co., Ltd.	30,000	\$1	\$1	None	75 cents, sales
Societe Fran. des Charbonnages du Tonkin	16,000	Fr.250	Fr.250	None	\$200, buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	10 cents, sellers
Jebeu Mining and Trading Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year end. 31/7/94 (coupon 6)	\$8, sellers
Raub Australian Gold Mining Co., Limited	200,000	21	10/10	1 shilling 6 d. 10th div. on 7/7/00	\$55, sellers
Olivera Emerald Mines, Limited	A 15,000	\$5	\$5	None	\$21, sellers
B 45,000	\$5	\$4	None	None	\$1.00, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$2	\$2	First year	10 c. sales & sellers
Do. Preferences	70,000	\$1	\$1	None	40 cents.
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	5 p. ct. & 12 p. ct. bonus for 1899	545 p. c. pr.—\$300.25.
Hongkong and Kowloon Wharf and God. Co., Ltd.	20,000	\$50	\$50	Int. of 5 p. cent on account of 1900	\$83, buyers
Wanchai Warehouse and Storage Co., Ltd.	2,800	\$100	\$371	Int. of 11 p. on account 1900—22 p. ct. for 1899	\$81, buyers
New Amoy Dock Co., Ltd.	9,000	\$91	\$91	22 p. ct. for 1899	\$80, buyers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1900	\$102, sales
Kowloon Land & B. Co.	6,000	\$50	\$30	\$1 1/2 for 1899	\$25.
West Point Building Company, Limited	12,500	\$50	\$50	Int. \$1.50 on acct. 1900	\$51, sellers
Hongkong Hotel Company, Limited	18,000	\$50	\$50	10 p. ct. for half year ended 30/9/1900	\$118, sellers
Onion Hotel Co., Limited	7,000	\$50	\$50	First year	\$50, sales
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	5 p. ct. for 1899	\$11.75, buyers
COTTON MILLS.					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	Ts100	Ts100	3 1/2 p. ct. for period ending 31/10/97	Ts. 50
International Cot. Mfg. Co., Ltd.	10,000	Ts100	Ts100	3 p. ct. on account '98	Ts. 45
Loan Tung and Co., Ltd.	8,000	Ts100	Ts100	4 p. ct. on account '98	Ts. 50
Sin & Wear Co., Ltd.	2,000	Ts100	Ts100	4 p. ct. for period ending 31/12/97	Ts. 375
Soy Chee Cotton Spinning Company, Ltd.	7,500	Ts100	Ts100	None	Ts. 40
Yahloong Cot. Spin. Co., Ltd.	12,000	\$100	\$100	None	\$3, sellers
Wear & Dye Co., Ltd.					
MISCELLANEOUS.					
Green Island Cement Co.	50,000	\$10	\$10	10 p. a. for 1900. Capt.	\$19, sellers
China Borneo Co., Ltd.	7,500	\$20	\$15	None	\$91.
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Final of 5 p. ct. making 11 p. ct. for '99	\$10, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cents per share.	\$12, buyers
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	9 p. ct. for 1899	\$118, buyers
Mongkong S. S. Mfg. Co.	10,000	\$30	\$10	\$10 for 1899	\$170, sellers
Geo. Fenwick & Co., Ltd.	8,000	\$25	\$25	15 p. ct. for 1899	\$52, sellers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. \$2 p. a. on acct. 1900	\$170, buyers
Hongkong High Level Tramway Co., Ltd.	1,250	\$100	\$100	\$30.11/9	\$170.
Dairy Farm Co., Ltd.	10,000	\$71	\$8	10 p. ct. for 1899	\$81.
Cornwall & Co., Ltd.	20,000	\$20	\$20	\$2 for 1899	\$8.
Hk. & China Bakery Co., Ltd.	800	\$30	\$30	15 p. ct. for 1899	\$50.
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 p. ct. for 1899	\$20.
Bell's Asbestos & Agcy. Ltd.	10,000	41	41	75 p. per share for 1899	\$13, sellers
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	31/5/00	\$3, sellers
Tehran Planting Co., Ltd.	20,000	\$5	\$5	None	\$3, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$10	8 p. ct. for 1899	\$10, sellers
Watkins, Limited	10,000	\$10	\$10	5 p. ct. for 1899	\$10, buyers
Universal Trading Co.	50,000	\$20	\$5	None	\$1, buyers
CHINA COMPANIES.					
Alhambra, Limited	200	\$500	\$500	25 p. c. for 1899 and 30/10/00	\$1,500
La Commercial, Limited	200	\$500	\$500	Int. of 10 p. c. for 1899	\$1,000
Hemline, Limited	750	\$100	\$100	First year	\$125
La Favorita, Limited	130	\$500	\$500	First year	\$125

PEERLESS SCOTS WHISKIES.

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peat" WHISKIES at \$18.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at \$19.00
Stop drinking rank, Smoky Stuff, because it comes through the Soda.
Try HAIG & HAIG'S WHISKIES: pure, mellow, matured, non-smoky, delicate flavoured.
Once tried, preferred to all others. Sole Agents for Hongkong.

F. BLACKHEAD & Co.

ESTABLISHED 1899.

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THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER FOR OCTOBER.

STATION.	Barometer.	Thermometer.	Wind.	Weather.
Yokohama	30.15	61.2	W 2	Cloudy
Kobe	30.15	61.2	W 2	Cloudy
Nagasaki	30.15	61.2	W 2	Cloudy
Kagoshima	30.15	61.2	W 2	Cloudy
Yokohama	30.15	61.2	W 2	Cloudy
Kobe	30.15	61.2	W 2	Cloudy
Nagasaki	30.15	61.2	W 2	Cloudy
Kagoshima	30.15	61.2	W 2	Cloudy
Yokohama	30.15	61.2	W 2	Cloudy
Kobe	30.15	61.2	W 2	Cloudy
Nagasaki	30.15	61.2	W 2	Cloudy
Kagoshima	30.15	61.2	W 2	Cloudy

29th OCTOBER, A.M.

Yokohama	30.15	61.2	W 2	Cloudy
Kobe	30.15	61.2	W 2	Cloudy
Nagasaki	30.15	61.2	W 2	Cloudy
Kagoshima	30.15	61.2	W 2	Cloudy
Yokohama	30.15	61.2	W 2	Cloudy
Kobe	30.15	61.2	W 2	Cloudy
Nagasaki	30.15	61.2	W 2	Cloudy
Kagoshima	30.15	61.2	W 2	Cloudy
Yokohama	30.15	61.2	W 2	Cloudy
Kobe	30.15	61.2	W 2	Cloudy
Nagasaki	30.15	61.2	W 2	Cloudy
Kagoshima	30.15	61.2	W 2	Cloudy

On the 29th at 11.45 a.m. The barometer has fallen in the North, and remains steady in the South. Pressure appears to be highest over Japan with light to moderate breeze from the N. and fresh breeze from the S. part of the China Sea. Forecast: moderate N.E. winds; fine.

On the 30th at 11.45 a.m. The barometer has fallen slightly on the E. coast of China, probably owing to the existence of a depression over NE. China. Gradual gentle with the monsoon, temporarily interrupted on the coast, with light to moderate breeze from the S. part of the China Sea. Forecast: N.E. to W. winds, light to moderate; fine.

HONGKONG REEFER.

On the 30th at 11.45 a.m. The barometer has fallen in the North, and remains steady in the South. Pressure appears to be highest over Japan with light to moderate breeze from the N. and fresh breeze from the S. part of the China Sea. Forecast: moderate N.E. winds; fine.

On the 30th at 11.45 a.m. The barometer has fallen slightly on the E. coast of China, probably owing to the existence of a depression over NE. China. Gradual gentle with the monsoon, temporarily interrupted on the coast, with light to moderate breeze from the S. part of the China Sea. Forecast: N.E. to W. winds, light to moderate; fine.